Amendments to the Specification:

Please replace paragraph [0001] with the following amended paragraph:

CROSS-REFERENCE

This application is the US national stage filing of International Application No. PCT/DE2004/01485 filed July 8, 2004, which claims priority to German patent application no. 103 31 392.3 filed July 11, 2003.

TECHNICAL FIELD

The invention relates to a convertible vehicle, as well as a hinge device arranged between a rear trunk lid of a convertible vehicle and a tensioning bow for tensioning the rear side of the convertible top.

Please add the following new section heading after paragraph [0001]:

BACKGROUND ART

Please add the following new section heading after paragraph [0003]:

SUMMARY

Please replace paragraph [0005] with the following amended paragraph:

This object is solved with a convertible vehicle ~~according to claim 1~~ comprising a folding convertible top having a rear side affixed to a tensioning bow bearingly supported on the vehicle at both sides thereof, and a rear trunk lid bearingly supported on the vehicle at both sides thereof, wherein the front side of the rear trunk lid is arranged in the vicinity of the tensioning bow in its closed state. The tensioning bow is preferably movable into an upwardly pivoted position during the opening of the rear trunk lid or when the rear trunk lid is opened, so that an opening for loading of a luggage compartment, which is disposed underneath the rear trunk lid and underneath the tensioning bow at least when the folding convertible top is closed, is enlarged.

Please replace paragraphs [0007]-[0009] with the following amended paragraphs:

[0007] In a preferred aspect of the present teachings, a hinge device is arranged between the rear trunk lid and the tensioning bow, which hinge device upwardly pivots the tensioning bow by opening the rear trunk lid. In addition or in the alternative, the tensioning bow preferably is pivotable independent of a pivoting of the rear trunk lid by opening the rear trunk lid.

[0007.1] In addition or in the alternative, an engagement device is preferably operative between the front side of the rear trunk lid and the tensioning bow. By closing the rear trunk lid, the engagement device preferably pivots upwardly into a position that tensions the folding convertible top. This engagement device may preferably include a catch hook affixed to the tensioning bow and a corresponding catch bracket preferably affixed to the rear trunk lid. Preferably, the catch hook is grasped by the catch bracket when closing the rear trunk lid.

[0007.2] Further, the rear trunk lid and the tensioning bow preferably are approximately co-axially supported relative to the vehicle.

[0008] In another aspect of the present teachings, the hinge device may be arranged between a rear trunk lid of a convertible vehicle and a tensioning bow for tensioning the rear side of a folding convertible top of the convertible vehicle. The hinge device preferably raises the rear side of the tensioning bow, which is pivotably supported on the vehicle, by opening the rear trunk lid that is pivotably supported on the vehicle.

[0009] In further preferred embodiments of this aspect of the present teachings, the hinge device is preferably constructed such that the rear side of the tensioning bow is raised initially slightly and then more significantly when the rear trunk lid is opened.

[0009.1] The hinge device may preferably include a coupling device that releases the hinge device between the rear trunk lid and the tensioning bow when the folding convertible top is opened and the tensioning bow is thereby lowered. In addition or in the alternative, the hinge device may include a first pivot lever supported relative to the vehicle, which first pivot lever is connected via a hinge with a second pivot lever supported relative to the vehicle. The coupling lever may be pivotably supported on the tensioning bow. In addition or in the alternative, the coupling lever may be pivotably connected with the first pivot lever.

[0009.2] Preferably, the respective positions of the pivot axis, the pivot levers and the coupling lever are defined such that a pivoting of the rear trunk lid from its closed position initially only leads to a small pivoting of the tensioning bow in the raising direction of the rear side and then to an increasing significant pivoting. For example, in this aspect, the first pivot lever may include two approximately right-angled bent arms, the longer end of which is connected with the second pivot lever on its free end and the shorter end of which is connected with the coupling lever on its free end. The pivot lever may be bearingly supported on the vehicle in the area between the arms. The bearing connection between the coupling lever and the tensioning bow may be disposed on the bearing connection of the first pivot lever, which side is opposed to the position of the bearing connection between the coupling lever and the first pivot lever, and is disposed nearly on a line that connects the locations of the bearing connection of the first pivot lever and the bearing connection of the coupling lever to the first pivot lever.

[0009.3] Preferably, the connection between the coupling lever and the first pivot lever is releasable when the rear trunk lid is closed by pivoting of the tensioning bow in the counter direction to the opening direction of the rear trunk lid. In this regard, the coupling lever may be pivoted by pivoting of the tensioning bow in the direction opposite to the opening direction of the rear trunk lid. A pin may be provided on the coupling lever, which pin preferably forms the bearing connection of the coupling lever on the first pivot lever, and may come out of engagement with a recess defined on the first pivoted lever.

[0009.4] Furthermore, a latching device may be provided that latches the engagement between the pin and the recess when the rear trunk lid is raised.

[0009.5] In addition or in the alternative to the various above-noted aspects, the tensioning bow may be supported on the vehicle via a lever that is supported on the vehicle.

Please add the following new section heading after paragraph [0011]:

BRIEF DESCRIPTION OF THE DRAWINGS

Please add the following new section heading after paragraph [0026]:

DETAILED DESCRIPTION OF THE INVENTION

Please replace paragraph [0039] with the following amended paragraph:

The coupling lever ~~52 [*sic*, 72]~~ extends beyond the pin 54 and, on its free end, carries a roller 78 for contacting a guide surface 80 that is connected to the vehicle body. The function of the roller 78 and the guide surface 80 will be further explained below with the help of Fig. 7.

Please replace paragraph [0041] with the following amended paragraph:

As shown in Fig. 4, when the rear trunk lid 14 is upwardly pivoted about the hinge 48, the hinge 68 is accordingly upwardly pivoted together with the rear trunk lid 14, wherein the angle between the second pivot lever 66 and the first pivot lever 54 increases and the first pivot lever 54 is pivoted about the hinge 52 in the counter-clockwise direction. As a result, the pin 74, which forms the hinged connection between the first pivot lever 54 and the coupling lever 72, initially moves along a circular arc underneath the hinge 70, so that the hinge 70 and thereby the tensioning bow 20 are initially barely raised; i.e. an initially large pivot angle of the rear trunk lid 14 is converted into a small pivot angle of the tensioning bow 20, so that the high tension force that acts upon the convertible top 16 is dissipated slowly and without an overly large torsion loading on the opening movement of the rear trunk lid 14. During this initial phase of the opening of the rear trunk lid 14, a latching lever 82 is pivoted further downwardly according to the above-described manner, such that the latching lever 82 latches the pin 74 in the recess 76, so that the pin ~~76 [*sic*, 74]~~ does not come clear from the recess when the tension on the convertible top is decreased.

Please replace paragraph [0042] with the following amended paragraph:

By further opening the rear trunk lid 14 (Fig. 5), its opening movement will convert into a pronounced pivoting of the tensioning bow 20 in the counter-clockwise direction due to the migration of the arm 58 radial to the hinge ~~70, so that~~ 70; therefore, when the rear trunk lid 14 is fully opened, the tensioning bow 20 is noticeably raised and the opening dimension ~~L205 [*sic*, L206]~~, i.e. the distance between the tensioning bow 20 and the loading edge formed by the rear closure support 38, is enlarged by a comfortable amount.

Please replace paragraph [0047] with the following amended paragraph:

When the tensioning bow 20 is lowered, the roller 78, which is supported on the free end of the coupling lever 72, arrives in abutment with the guide surface 80 that is formed on a connecting member affixed to the vehicle body. By further lowering the coupling lever 72, the pin 74 reaches out of the recess 76 on the free end of the arm 58, which recess is preferably constructed with a cant 83 as shown in Fig. ~~7, so that~~ 7; therefore, the pin 74 ~~comes~~ will come free from the recess 76 and thereby from the first pivot lever ~~74 [*sic*, 54]~~ and ~~moves~~ move into the position shown in Fig. 6 by further lowering the tensioning bow 20. In this position, the first pivot lever 54 is completely decoupled from the coupling lever 72, so that the rear trunk lid 14 can be opened without the tensioning bow 20 somehow being moved therewith.

Please replace paragraph [0048] with the following amended paragraph:

When the rear trunk lid 14 is closed as shown in Fig. 7, the latch lever ~~84 [*sic*, 82]~~, which is clearly visible in Fig. 7, is pivoted into a position, in which the movability of the pin 74 out from the recess 76 is released. Thus, this will result in that the latch lever 82 is hinged on the arm 58 and is hinged at its other end (visible in Fig. 5) to an operation lever 84, which is hinged at ~~88 [*sic*, duplicate reference number with recess 88]~~ hinge connection 89 with the second pivot lever 66 (Fig. 4 and 5). When the two pivot levers 54 and ~~56 [*sic*, 66]~~ are pivoted from their maximum folded position shown in Fig. 3 by opening the rear trunk lid 14, the latch lever 82 is pivoted in the clockwise direction, so that the lower side of a recess 88, ~~laterally~~ which is formed on ~~its~~ the side end of latch lever 82, catches the pin 74 and latches the pin 74 in the recess 76.

Please replace paragraph [0063] with the following amended paragraph:

As is apparent, a traverse-loading dimension D is possible by suitable construction of the rear portion of the vehicle without a structural rear wall behind the back rest(s) 98, but rather, e.g., with a cross-beam ~~108 [*sic*, not identified in Fig. 14]~~ remaining underneath the upper side of the ~~tank, which~~ tank. The cross-beam forms laterally projecting consoles 110, ~~on which cross-beam~~ and the bearings of the rear trunk lip and the tensioning bow are affixed on the cross-beam; the traverse-loading dimension D is ~~given~~ defined by the distance between the consoles 110. The consoles 110 advantageously include recesses 112 for a rigid, or extendible in a known manner in the case of a dangerous situation, roll bar 114 (not illustrated in the other figures), which by this means does not oppose traverse loading.